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THE WINTER EXCURSION TO THE MINES IN THE HOCKING VALLEY.

Friday, January 24th, was set apart for an excursion to the great Hocking Valley mines. Through the courtesies of the Columbus, Hocking Valley & Toledo Railway, 150 tickets were issued to the members of the Institute and their friends, who left Columbus at 7:35 a. m. in two special cars attached to the south-bound Hocking train. The party engaged in the discussion of various topics, and enjoyed themselves as only a gathering of that description can. There was no distinction; every person seemed desirous of contributing to the enjoyment of all. Even the drizzling rain did not dampen the generous amount of good feeling which prevailed everywhere. As the excursionists drew near the gates of the Hocking hills, the sway of the cars told them that the end of their journey was rapidly approaching. The train arrived at the Nelsonville depot at ten a. m. After a wait of few minutes engine No. 65, with the car "Buchtel," was attached to the train, and a lunch, prepared by Dan Nelson, which had previously been ordered, was on the platform awaiting orders. This, Commissary Haseltine ordered placed on board at once and we were off for Poston's mines in Snake Hollow. The party began to call for lunch and a corps of waiters was organized, which distributed chicken and ham and cheese sandwiches, pickles, cookies, coffee and milk among the excursionists. By the time the lunch was finished, the party had arrived at the Snake Hollow mine, which is about seven miles from Nelsonville by rail and one and a half miles as the crow would fly. The hoppers at this mine are arranged for a capacity of 1,500 tons daily and are so constructed that the coal from several openings can be delivered to them. The interior of the mine was visited by the party, the coal being among the best in the Hocking Valley. Everything about the engine-room containing the generators was clean and

in first-class condition. The manner in which bone coal and slate was handled was admired by all. After about an hour's stop at this place, the party boarded the train and were soon at Jobs. At this point the Morris Coal Company have their famous steel hoppers, the first and largest in the State. One would be surprised to see how smoothly and easily the whole mechanical apparatus works. From the top to the bottom of the whole structure, every part worked to perfection. The hoppers are so arranged that two cars can be filled at a time, while the fine coal can be divided into three different sizes and deposited in bins. There is also an arrangement whereby any size of fine coal may be turned into the main shutes at will. The dust and slack is deposited in a pile away from the building by means of a powerful slack-blower situated in the engine room. The elevators, which were built by the Nelsonville Foundry and Machine Company, are also situated in this building. There are two of them with a capacity of 1,500 tons daily. The plant has a steam tippie, which was originated by the same people. It is the first application of steam to tipping coal in the State, and its capacity is only limited by the possible speed of keeping the empties out of the way. One man is required to do the dumping and he could easily manage a thousand cars a day. These mines have long enjoyed the reputation of being the largest in the State, and upon a trial, loaded four thousand eight hundred and eighty-six tons in nine hours, which is believed to be the largest output of any bituminous mine on this continent, if not in the world.

At 3:10 the visitors left for Blatchford, where the mines of the New Pittsburg Coal Company are located. The capacity of these mines is nearly as great as those at Jobs, and with the exception of the steel hoppers, and the machinery attached, resemble them in their construction, and rival them in production. Mr. Edward Johnson, one of the owners, Mr. Birkbeck, the superintendent, Mr. Hallam, the mine boss, escorted the party through the new mine, where they examined the method of mining, shooting down and loading the coal after it has been mined by the machines. After spending an hour or two in examining the mines, the electrical devices and the application of electricity

to the various inventions for reducing the cost in mining, the party returned to the train, having completed their journey through the mines according to program. Everywhere and by everyone the utmost courtesy was shown the visitors, who by this time had become weary and were glad to again enter the coaches.

On arriving at Logan, the party were invited to dinner as the guests of the Jeffrey Manufacturing Company. It was enjoyed immensely from the fact that all were in a condition to appreciate it. The members of the Institute feel under deep obligations to the Columbus, Hocking Valley & Toledo Railroad Company, to Mr. C. L. Poston and his assistants, to the Ellsworth, Morris Coal Company and Mr. J. S. Doe, the general manager, and to Mr. Edward Johnson and his assistants at the New Pittsburgh mines and to the Jeffrey Manufacturing Company for the many favors shown us upon this memorable trip.